

California Aviation System Plan:
Region 9 Public Use Airports

SAN DIEGO



FUNCTIONAL CLASS

- ★ PRIMARY COMMERCIAL HUB (1)
- ◆ PRIMARY COMMERCIAL NON-HUB(1)
- ▲ METROPOLITAN GA (1)
- ◆ REGIONAL GA (4)
- COMMUNITY GA (2)
- LIMITED USE GA (3)
- ⊕ JOINT USE (0)

San Diego Region

The San Diego Region is composed of only San Diego County. The San Diego Association of Governments (SANDAG) is the responsible Metropolitan Planning Organization for this region, but the San Diego Regional Airport Authority has the authority for all airport planning in the region. The San Diego Region is the only CASP region in the state composed of a single county.

Regional Overview

In 2000, the California Department of Finance estimated there were 2,856,300 residents in the county. By 2020, the population is estimated to increase by approximately 35% to 3,863,500 people.

There are a total of 11 non-hub public-use airports in this CASP region. San Diego International is the region's only Primary Commercial Service Hub airport. It and McClellan-Palomar are the only two airports in the region that have scheduled passenger service. The *1999 CASP Forecast Element* stated there were 2,367 based aircraft and 1,024,738 general aviation (GA) annual aircraft operations within the region. By 2015, these figures are estimated to increase by 28.9% (to 3,050 based aircraft) and 28.6% (to 1,318,036 annual GA operations) respectively.

Airport Comparison by Functional Classification Category

Primary Commercial Service Hub Airports

San Diego International is the region's only Primary Commercial Service Hub airport. Refer to Section II for a discussion of all California Primary Commercial Service Hub airports.

Primary Commercial Non-Hub and Commercial Airports

McClellan-Palomar is the region's only Primary Commercial Service Non-Hub airport. Its only needed enhancement is significant: a 2,000-foot extension to its longest runway in order to meet the minimum standard for Primary Commercial Service Non-Hub airports.

Metropolitan General Aviation Airports

Montgomery Field is the San Diego region's only Metropolitan General Aviation airport. Its sole needed enhancement is a 423-foot runway extension of its longest runway.

Regional General Aviation Airports

Four airports in the San Diego region are Regional General Aviation airports: Brown Field, Gillespie Field, Oceanside Municipal, and Ramona. Gillespie Field, Brown Field, and Ramona would meet not only Regional General Aviation airport minimum standards, but could be brought up to Metropolitan General Aviation airport minimum standards with some upgrades. These include runway pavement rehabilitation (Ramona), visual approach slope indicator equipment (Brown Field), and jet fuel availability and 24-hour on-field weather services (Gillespie). Oceanside needs two enhancements to meet Metropolitan General Aviation Airport minimum standards: visual approach slope indicator equipment, and, more significantly, a 500-foot runway extension. The feasibility of the runway extension is doubtful owing to terrain and encroaching development.

Community General Aviation Airports

The two Community General Aviation airports in the San Diego Region are Borrego Valley Airport and Fallbrook Community Airpark. Borrego Valley meets all Community General Aviation Airports minimum standards except 24-hour on-field weather services. With this upgrade and a 25-foot wider runway, Borrego

Valley would meet Regional General Aviation airport minimums. Fallbrook Community Airpark's runway is 540 feet below Community General Aviation Airport minimum standard length and 15 feet too narrow. It also lacks visual approach slope indicator equipment and 24-hour on-field weather services. However, a runway extension at Fallbrook is considered doubtful due to terrain and encroaching development considerations.

Limited Use Airports

Agua Caliente Springs, Jacumba, and Ocotillo airports are the region's three Limited Use airports. All three airports meet Limited Use minimum standards, though the weight limit of Ocotillo Airport's dirt runway is uncertain. All three facilities are not listed in the FAA's NPIAS and thus are not eligible to receive federal funding for airport improvements.

Enhancement Need Prioritization

The airports below are considered the region's highest priority facilities in terms of system capacity and safety enhancement:

- McClellan – Palomar
- Montgomery
- Gillespie
- Brown
- Ramona
- Borrego Valley
- Fallbrook

Enhancements at the three Non-NPIAS airports are worthy of extra consideration since they are not eligible for federal funding.

Table 11

REGION 9 SAN DIEGO - Enhancement Needs and Estimated Costs										Total Estimated Costs For All Regional Projects: \$4.25 Million					
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAIALBLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
PRIMARY COMMERCIAL SERVICE NON-HUB				GOOD		150		VASI/PAPI		100LLA		50k SW	YES		ILS
MC CLELLAN - PALOMAR	7000	4900	\$1,100,000	GOOD		150		PAPI		100LLA		60000	YES		ILS
METROPOLITAN GENERAL AVIATION				GOOD		100		VASI/PAPI		100LLA		25k SW	YES		GPS/VOR
MONTGOMERY FIELD	5000	4577	\$220,000	GOOD		150		VASI		100LLA		12000	YES		ILS
REGIONAL GENERAL AVIATION				GOOD		75		VASI/PAPI		100LLA		12500	YES		GPS/VOR
BROWN FIELD	4700	7999		GOOD		150		NONE	\$60,000	100LLA		80000	YES		GPS
GILLESPIE FIELD	4700	5341		GOOD		100		PAPI		100LL80	\$50,000	90000	NONE	\$100,000	GPS
OCEANSIDE MUNICIPAL	4700	2712	TBD-Terrain	GOOD		75		NONE	\$60,000	100LL		12000	YES		GPS
RAMONA	4900	5000		FAIR	\$1,880,000	150		PAPI		100LLA		75000	YES		GPS
COMMUNITY GENERAL AVIATION				FAIR		75		VASI/PAPI		100LL		12500	YES		GPS/VOR
BORREGO VALLEY	3800	5000		GOOD		75		PAPI		100LL		30000	NONE	\$100,000	GPS
FALLBROOK COMMUNITY AIRPARK	3900	2160	TBD-Terrain	FAIR		60	\$110,000	NONE	\$60,000	100LL80		12000	NONE	\$100,000	GPS
LIMITED USE				FAIR		60		NONE		NONE		12500	NONE		NONE
AGUA CALIENTE SPRINGS	2800	2500	\$60,000	GOOD		60		NONE		NONE		12000	NONE		NONE
JACUMBA	3500	2510	\$350,000	GOOD-grvl		100		NONE		NONE		12000	NONE		NONE
OCOTILLO	2500	4210		GOOD-dirt		150		NONE		NONE		Unknown	NONE		NONE
Estimated Regional Cost Totals (by project type)			\$1,730,000		\$1,880,000		\$110,000		\$180,000		\$50,000			\$300,000	
LEGEND: RED TEXT – DOES NOT MEET MINIMUM STANDARD BOLD ITALIC TEXT – NON-NPIAS FACILITY ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS															